

THE HAWAIIAN STAR

DAILY AND SEMI-WEEKLY.

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L. D. TIMMONS, MANAGER.
Business office telephone, 2365; postoffice box, 366.

Oceanic Steamship Company

Sierra Schedule

LEAVE S. F.	ARRIVE HON.	LEAVE HON.	ARRIVE S. F.
JAN. 6.....	JAN. 12.....	JAN. 17.....	JAN. 23.....
JAN. 27.....	FEB. 2.....	FEB. 6.....	FEB. 12.....
FEB. 16.....	FEB. 22.....	FEB. 28.....	MAR. 5.....
MAR. 9.....	MAR. 15.....	MAR. 20.....	MAR. 26.....
MAR. 30.....	APR. 5.....	APR. 10.....	APR. 16.....

RATES from Honolulu to San Francisco—First Class, \$65; Round Trip, \$110. Family Room, extra.
Reservations will not be held later than Forty-Eight hours prior to the advertised sailing time unless tickets are paid for in full.

FOR PARTICULARS, APPLY TO

C Brewer & Co., Ltd.

GENERAL AGENTS.

Canadian-Australian Royal Mail Steamship Co

Steamers of the above line running in connection with the CANADIAN-PACIFIC RAILWAY COMPANY between Vancouver, B. C., and Sydney, N. S. W., and calling at Victoria, B. C., Honolulu and Auckland, N. Z.
FOR FIJI AND AUSTRALIA. FOR VANCOUVER.
S. S. MAKURA.....JAN. 3.....S. S. MARAMA.....JAN. 30.....
S. S. ZEALANDIA.....JAN. 31.....S. S. MAKURA.....FEB. 27.....
S. S. MARAMA.....FEB. 28.....

CALLING AT SUVA, FIJI, ON BOTH UP AND DOWN VOYAGES.

Theo. H. Davies & Co., Ltd., Gen'l Agents

Pacific Mail Steamship Co.

Steamers of the above company will call at Honolulu and leave this port on or about the dates mentioned below:
FOR THE ORIENT:
S. S. MANCHURIA.....JAN. 4.....S. S. MONGOLIA.....JAN. 6.....
S. S. MONGOLIA.....JAN. 29.....S. S. PERSIA.....JAN. 26.....
S. S. KOREA.....FEB. 2.....S. S. SIBERIA.....FEB. 17.....

* Will call at Manila.

For general information apply to

H. Hackfeld & Co., - - - - - Agents

Matson Navigation Co.'s Schedule, 1911

DIRECT SERVICE BETWEEN SAN FRANCISCO AND HONOLULU.
Arrive from San Francisco: Sail for San Francisco:
S. S. LURLINE.....Jan. 17.....S. S. HONOLULAN.....JAN. 10.....
S. S. WILHELMINA.....JAN. 23.....S. S. LURLINE.....JAN. 23.....
S. S. HONOLULAN.....JAN. 30.....S. S. WILHELMINA.....JAN. 31.....
S. S. HONOLULAN.....FEB. 14.....S. S. HONOLULAN.....FEB. 7.....
S. S. LURLINE.....FEB. 20.....

S. S. Hyades sails from Seattle for Honolulu direct on or about January 27.
S. S. Hilonian sails from Seattle for Honolulu direct on or about February 17.

CASTLE & COOKE, LTD., GENERAL AGENTS.

American-Hawaiian Steamship Co.

FOR NEW YORK TO HONOLULU, via Tehuantepec, every sixth day. Freight received at all times at the Company's Wharf, 41st Street, South Brooklyn.

FROM SEATTLE OR TACOMA TO HONOLULU DIRECT:
S. S. VIRGINIA.....TO SAIL ABOUT JAN. 14.....
S. S. MISSOURIAN.....TO SAIL ABOUT JAN. 25.....
S. S. MEXICAN.....TO SAIL ABOUT FEB. 5.....

For further information apply to
H. HACKFELD & CO., LTD., Agents, Honolulu.
C. P. MORSE, General Freight Agent.

Toyo Kisen Kaisha.

Steamers of the above Company will call at and leave Honolulu on or about the dates mentioned below:

FOR THE ORIENT: FOR SAN FRANCISCO:
S. S. CHIYO MARU.....JAN. 16.....S. S. NIPPON MARU.....JAN. 12.....
S. S. NIPPON MARU.....FEB. 6.....S. S. TENYO MARU.....JAN. 19.....
S. S. TENYO MARU.....FEB. 19.....S. S. SHINYO MARU.....FEB. 9.....

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WHEN THE

UNION-PACIFIC TRANSFER CO.
HANDLE YOUR BAGGAGE IT GETS ON THE RIGHT STEAMER.

Office King St., next Young Hotel. Telephones 1874 and 1875.

Shipping And Waterfront News

(Additional Shipping on Page Five.)

TIDES, SUN AND MOON.

Last Quarter of the Moon Jan. 10th.

Time	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide
A. M.	6:47	1:48	8:03	2:15	9:15	3:25	10:25	4:35	11:35	5:45	12:45	6:55
P. M.	7:25	2:25	8:40	3:00	9:50	4:00	11:00	5:10	12:10	6:20	1:20	7:30

Times of the tide are taken from the U. S. Coast and Geodetic Survey tables. The tide at Kahului and Hilo occur about one hour earlier than at Honolulu. Honolulu standard time is 10 hours 39 minutes slower than Greenwich time, being that of the meridian of 167 degrees 30 min. The time while the sun is in the water, which is the same as Greenwich 6 hours 0 min. The sun and moon are for local time for the whole group.

THE MAILS.

From San Francisco, per Manchuria, January 9.
To the Orient, per Manchuria, January 9.
From the Orient, per Nippon Maru, January 12.
To San Francisco, per Honolulu, January 10.
To Australia, per Zealandia, January 31.
From Australia, Marama, January 30.

SHIPPING IN PORT.

(Government Vessels.)
U. S. N. tug Navajo from Mare Island, July 20.
U. S. L. H. tender Kukul from Kauai, December 21.
U. S. S. California, West Virginia, Colorado, Maryland and South Dakota, Glacier from San Francisco, December 24.

(Merchant Vessels)

Herzogin Cecilie, from Leith, December 13.
Helene, schr., from Aberdeen, December 20.
Navajo from Balboa, December 23.
R. P. Rithet from San Francisco, December 26.
Spokane, from Port Townsend, December 31.
H. D. Bendixsen, from Port Townsend, January 4.
Erskine M. Phelps, from San Francisco, January 5.
Santa Maria, from Port San Luis, January 8.

VESSELS DUE HERE.

From San Francisco
Manchuria, January 9.
Sierra, January 12.
Chiyo Maru January 16.
From Australia.
Marama, January 30.
Makura, February 27.
Zealandia, March 26.
Marama, April 23.
Makura, May 21.
Zealandia, June 18.
Marama, July 16.
From China and Japan.
Nippon Maru, January 12.
Tenyo Maru, January 19.
Persia, January 26.
Korea, February 2.
Nippon Maru, February 9.
Siberia, February 17.
China, February 23.

PROJECTED DEPARTURES.

For San Francisco.
Honolulu, January 10.
Nippon Maru January 12.
Sierra, January 17.
Tenyo Maru, January 19.
Lurline, January 23.
Persia, January 26.
Wilhelmina, January 31.
Korea, February 2.
For Fiji and Australia.
Zealandia, January 31.
Marama, February 28.
Makura, March 27.
Zealandia, April 24.
Marama, May 22.
Makura, June 19.
Zealandia, July 12.
Marama, August 14.

For China and Japan.
Manchuria, January 9.
Chiyo Maru, January 16.
Mongolia, January 29.
Nippon Maru, February 5.

INTER-ISLAND SAILINGS.

For Maui and Hawaii Ports.
Mauna Kea, I. I. S. N. Co., every Tuesday.
Claudine, Inter-Island S. N. Co., every Friday.

For Molokai and Maui.
Mikahala, every Tuesday.
For Kauai Ports.
W. G. Hall, I. I. S. N. Co., every Thursday.
Kinai, I. I. S. N. Co., every Tuesday.

For Kona and Kau Ports.
Kilauea, I. I. S. N. Co., alternate Tuesdays and Fridays.

Mauna Loa with Sugar.
The Mauna Loa arrived from Kauai yesterday with seven thousand bags of sugar, 250 head of sheep, fifty-four barrels of empty bottles, four bags of cocoanuts, three bags of taro, two kegs of poi, two bags of sweet potatoes, one pig and fifty packages of sundries.

Noesu from Kauai.
The Noesu came in on Saturday from Kauai with one empty tank, two empty gasoline drums, three bunches of bananas, seventy-five bags of rice bran, 966 bags of rice, 2718 bags of sugar and sixteen packages of sundries.

Sugar from Maui.
The Mikahala came in yesterday morning from Maui and Molokai with 860 bags of sugar, twenty head of cattle, fifty-one pigs, fifty-six bundles of hides, fifty boxes of chickens, six boxes of eggs and 253 packages of sundries.

Hall Makes Special Trip.
The W. G. Hall arrived yesterday from Kauai on a special trip with 5500 bags of sugar and one brass casting. She returns tonight at five o'clock.

Helene Brought Cattle.
The Helene arrived from Hawaii on Saturday with fifty head of cattle, three mules and sixteen empty gasoline drums.

Likeli Had Sugar.
The Likeli came in from Hawaii yesterday with 3950 bags of sugar, one horse and four packages of sundries.

Kinai Brought Sugar.
The Kinai arrived yesterday from Kauai with seven thousand bags of sugar.

Sugar Moving Freely.
The inter-island vessels have now begun to move the sugar, and already large quantities have been landed here. Since Saturday no fewer than 27,028 bags have been brought to Honolulu by the inter-island steamers.

Of this large quantity 22,218 bags have come from Kauai, 860 from Maui and 3950 from Hawaii. The W. G. Hall made a special trip from Kauai with 5500 bags, and will return tonight. She will no doubt bring another load on her next trip in this week.

The vessels of the American-Hawaiian fleet are beginning to take a lot of sugar from various island ports. The Alaskan leaves here tonight for Salina Cruz via Kahului. At Kahului she will fill up with sugar, making her complement about 12,400 tons. The Columbian has already got away with a load, and the Virginian is now on the way. The regular schedule of these big freighters is being resumed, and from now on the boats will call here at frequent intervals.

Honolulu On Old Run.
The Honolulu has now been put back on the San Francisco-Honolulu run once more. She will take up this service on Wednesday, when she will leave here for San Francisco. This will mean an extra mail for the coast. She will take three days accumulation, arriving at San Francisco on the 17th, one day ahead of the Nippon Maru, which leaves here on Friday. The Nippon Maru will take two days mail.

Navajo to Leave Tomorrow.
The steamer Navajo will in all probability leave Honolulu tomorrow afternoon. The structural steel for Pearl Harbor is now nearly all out, and the officers calculate that she will be cleaned up by tomorrow.

The work of unloading these heavy pieces has made the men engaged in the task especially wary. The trucks are alongside the steamer and the steel is loaded directly on to them. As each load comes out of the holds its course is watched with great anxiety. As soon as there seems to be a danger of its alighting near anyone underneath, the watchers nimbly jump out of the way.

Whether the Navajo will go back empty to San Francisco, or go to Hilo to load ties for Redondo, is not yet known.

Santa Maria In With Oil.
The Santa Maria arrived this morning from Port San Luis with 32,000 barrels of crude oil, 875 drums of gasoline and kerosene and 250 cases of gasoline. With the exception of nine thousand barrels of crude oil, the whole of the cargo is for Honolulu. The remainder goes to Hilo, and will be discharged there by the Santa Maria.

Captain Curtis stated that the trip across was an excellent one, and was accomplished in eight days twenty hours. The weather was fine all the way.

When the Santa Maria will leave for Hilo was not known, but it will be just as soon as possible, for the house flag of these boats is said to be H. B.—burry back.

Transit with Lumber.
The schooner Transit got in this morning from Fort Bragg with nearly six hundred thousand feet of redwood, consigned to Allen & Robinson.

The vessel had a fine trip all the way down, the journey being made in seventeen days.

The Marine Railway.
The marine railway is partly in commission again now. At present the Kaulani is up being overhauled, and when she comes down the Mokoli will go up for overhauling.

Alice Cooke Fumigating.
The Alice Cooke is at present being fumigated at the Quarantine wharf. As soon as this is through, she will be dispatched to the Sound to load another cargo of lumber for here.

Hyades Passed Yesterday.
The Hyades passed this port yesterday afternoon en route to Port Allen to discharge her cargo for that port from the Coast.

Passengers Arrived.

Per Mikahala, January 7.—William Ruthman, Miss Cleo Case, Ernest Baldwin, Harold Baldwin, Miss O. Lindsay, Miss Rosecrans, Miss D. Engle, Miss Weddick, William Burlan, Miss E. Meinecke, Miss G. Meinecke, F. N. Hayselden, Joe Meinecke, Miss M. Taylor, Miss E. Taylor, Miss M. Lani, Miss Pa. G. A. Cathcart, W. Witford, G. Waite, C. Kala, J. D. Tucker, H. Tallant, Miss A. Kubaup, Master Pogue, Miss Duvauchelle, Master Duvauchelle, Mrs. H. Kaahana, Ed Kaup, R. H. Hitchcock, W. C. Hitchcock, C. H. Cooke, Mrs. Cooke, Miss Cooke, Mrs. Foster, nurse and three children; John Nott and thirty-six deck.

Per Kinan, from Kauai ports, January 7.—Mr. and Mrs. Wilcox and daughter, Geo. Wilcox, H. Isenberg, Mr. and Mrs. W. H. Rice, Master Dever, John Ena, Mr. Edderking, G. M. Koney, E. Laughlin, Leslie Wishard, Blanch Wishard, Manuel Santos, S. K. Kaeo, S. Kaimi, Miss Kaimi, Lucy Young, J. W. Kershner, William Schimmling, Miss Helen Schimmling, Miss Paves, Miss Smith, C. R. Hemenway, F. Crawford, M. F. Prosser, J. Fernandez, F. Fernandez, M. Fernandez, Miss Kahana, Lau Chaw Ahoy, S. Shimoro, Robert Kula, D. E. Baldwin, Miss Crandell, C. W. Spitz and thirty-two deck.

Per Mauna Loa, from Kauai ports, January 7.—H. Fassoth, J. Fassoth, T. Fassoth, T. Ichnos, Mrs. Ichnos and children, Hans Hansen, Miss Christian, Miss D. K. Sheldon, Mrs. Ahoy and 2 children, A. C. Nielson, S. Yamast, T. Sao, R. Odo, Mrs. Odo and child, Mrs. Berry, Mrs. A. Puck Sing and infant, Doctor Hintze, Master L. Douse, Master F. Douse, Arthur Hunt, Frank McFee, Francis Gay and servant, M. Costa and twenty-five deck.

PASSENGERS DEPARTED.

Per Mongolia to San Francisco, January 7.—Mrs. H. K. White, Mrs. C. L. Morrison, Mr. and Mrs. J. C. Montgomery, Mr. and Mrs. J. C. H. Ivins, Mr. and Mrs. J. C. Ditson, Mrs. M. D. Prime, Mrs. C. N. Clay, Mrs. C. E. Carssaden, A. D. Carssaden, L. Dargin, Mr. and Mrs. H. Myers, Mr. and Mrs. C. W. Dickey and two children, Mr. and Mrs. G. H. Young, Lord and Lady T. de Malchide, Miss L. J. Abbott, S. Gurney, Hubert Carlton, C. A. McWayne, C. F. Wood, G. F. Davies, F. M. Swanny, Mrs. W. Blake, Mrs. Snagge, Miss Steel, Mrs. J. B. Winston, Miss C. Winston, Mr. and Mrs. A. J. Lyon, J. A. Macaulay, H. H. Gaylord, P. R. Brodie, Mr. and Mrs. J. B. N. Osborne, child and nurse, Mrs. E. J. Reiney, E. B. Reiney, Miss Early, Miss Fitch, Commander Brand, G. F. Howard.

The Empress of China.

The Weekly Box of Curios. This old favorite is now resting quietly in the Uraga drydock after withstanding the poundings of heavy seas for five months and passing through three typhoons. From a N. Y. K. skipper who visited her in the dock we learn that she does not look as if she had passed through any such experience, her forward part showing but trifling damage. The principal damage is at the stern and has resulted in the stern post being broken, so naturally this has strained the after framework and bent many steel plates. The underwriters' engineer and surveyor has not expressed an opinion nor will he do so until he has made his official report, but seafaring men who have seen her in dock say she looks as though she can be put in perfect order without excessive cost. We hope this will prove to be true.

New York's New Gateway.

New York World: The port of New York is a costly and inconvenient one to do business in. It is old-fashioned. Wharf charges are high, compulsory pilotage is exacted, much drayage and lighterage through congested streets and crowded river are necessary. In Manhattan, where the thrifty burghers of a century ago laid out exterior streets so that the piers might belong to the people, they have passed into private control. In old Brooklyn, where there are no waterfront streets, freight is more cheaply handled; but by warehouse trusts.

A modern port such as Hamburg, Buenos Ayres or Antwerp has abundant wharfage space where any ship can lie alongside a freight car of any line and cargo can pass direct from

On the Pacific.

Then, on the Pacific coast, at Esquimalt, British Columbia, Messrs. Denny Brothers, of Dumbarton, are interested in the Esquimalt Graving Dock and Shipbuilding Company, which is to receive the same subsidy as the Montreal and Cape Breton concerns for a drydock 900 feet long, 123 feet wide, and 40 feet deep. According to the estimate of the engineers of the department of public works, Ottawa, this will cost about £500,000, and will doubtless be largely used by North Pacific coast traders after the Panama Canal is opened. It is said that the firm hopes to give employment to between 4000 and 5000 men.

As the result of a dispute not long ago over the construction of the ice-breaker Earl Grey, for the Dominion government, by the Vickers Company, Barrow, an agitation took place with the object of keeping the orders for all vessels intended for the department of marine and fisheries in the hands of Canadian firms. The rule is to give them the preference when their tenders are not more than 20 per cent above those of British shipbuilders, but, in view of developments, it is now believed that all the work in future will be done in Canada.

Death of Captain Shipley.

Weekly Box of Curios, December 16.—It was a great shock to the communities of Yokohama and Tokyo when the news was received on Thursday morning of the sudden death of Captain John H. Shipley, naval attaché to the American embassy. He had been in the best of health, but on Wednesday morning, just before noon, the captain had an attack of dizziness, followed by a stroke of paralysis. Dr. Bliss was summoned and everything done to revive the patient, but he expired shortly before midnight the same day without regaining consciousness.

The death of Captain Shipley cast a gloom in Tokyo and Yokohama among the many who knew and esteemed him well, particularly in diplomatic circles. Less than two years ago Captain Shipley came to Tokyo to succeed Captain Sears as naval attaché, and the many friends he made testified to his popularity. He was born in Iowa City, March 29, 1858, entered the class of '72 at Annapolis and became a midshipman on June 4, 1880. His career has been active, and one of considerable merit, and it is particularly sad when it is remembered that in less than two years he would have won his flag and the rank of admiral. Mrs. and Miss Shipley have the deepest sympathy of a wide circle of friends in their bereavement.

The naval attaches of the various foreign embassies and legations have been requested to serve as honorary pallbearers and the naval and military officers attached to the American embassy will act as bearers. The U. S. cruiser Cincinnati, which unexpectedly arrived at Yokohama on Wednesday to coal, will remain over until Sunday, and two companies of blue-jackets and one company of marines will be in attendance at the funeral. The remains will be cremated and taken to the late captain's home in America for burial.

Talking Through the Water.

London Daily Mirror: Talking through the water from one ship to another has become possible by means of an improved wireless telephone, invented by A. W. Sharman, with which he expects to be able to replace the ordinary submarine bell signals. Bells sounded under the sea are at present in use on all large liners, the sounds being picked up on other vessels by means of a special form of telephone.

The wireless telephone with which people will talk through the sea is quite different from the ordinary wireless telegraph, which transmits signals through the water.

Far simpler and less costly, and requiring no skill to operate, Mr. Sharman's telephone can be fitted up in any vessel however small, at the cost of a few dollars, and provides a means of conversation by wireless. In a fog a ship fitted with the Sharman wireless telephone could hear the approach of other vessels, as the sound given out by a small electric bell or other signaling device on one ship would be detected in the telephone on the other.

After flashing a signal back through the water, conversation could at once be established between the two vessels.

A ship could speak with a port, or lightship, or lighthouse, in just the same way, and submarines could keep up a continuous conversation with each other and the battleship to which they were attached.

Asked over what distances he could talk with the wireless telephone, Mr. Sharman told the Daily Mirror that he was at present limited to a few miles, but with the aid of a new microphone for talking into, he hoped to be able to speak through the sea for twenty miles.

Most people know now that Green Stamps are valuable. Always ask for them when you 'buy. They're free. And call at the show room and see the New Year's goods.